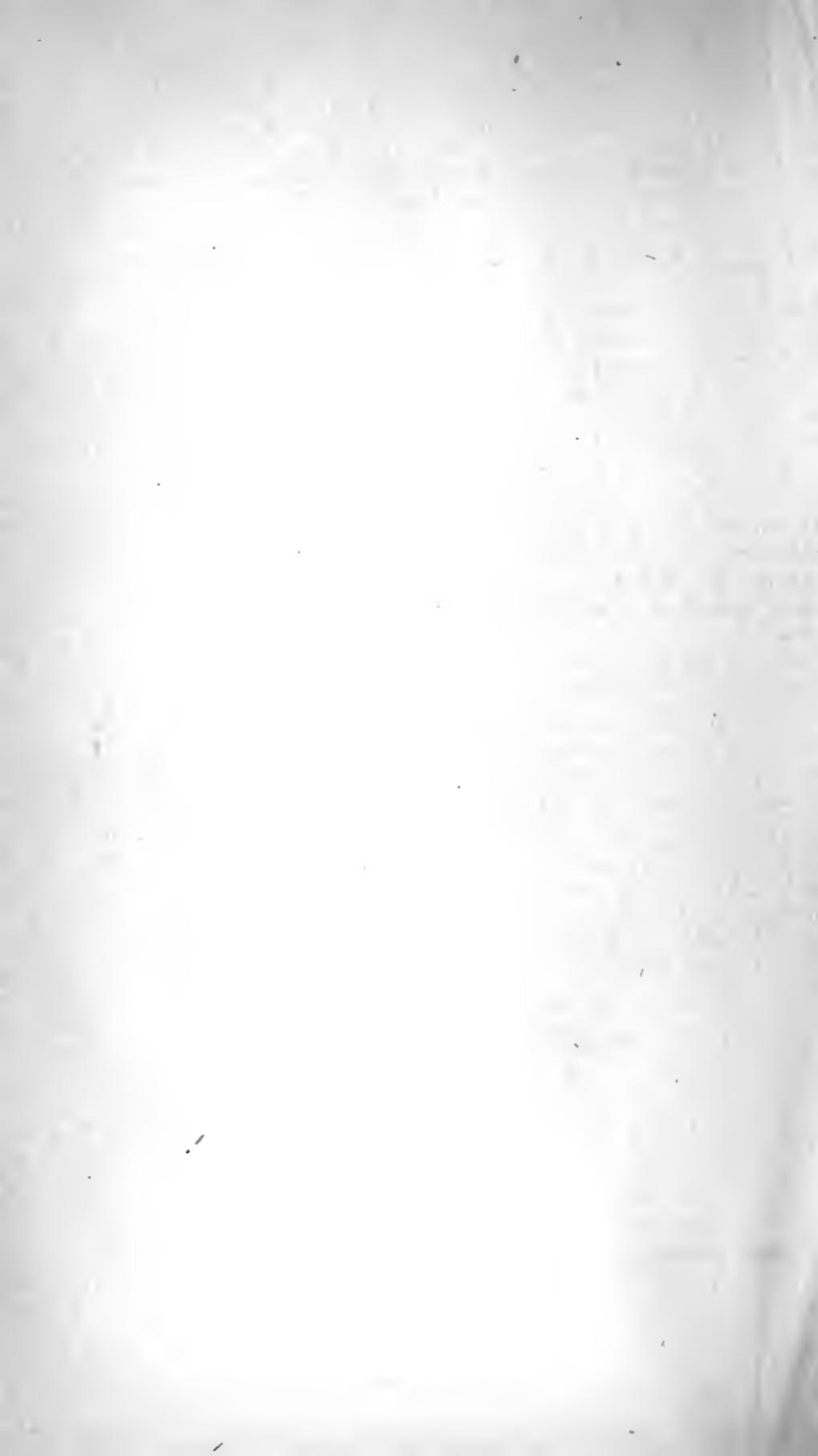


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BY THE SENATE,

February 13th, 1878

Read, and 500 copies ordered to be printed.

By order,

AUGUSTUS GASSAWAY,

Secretary.

REPORT

OF THE

ADVISORY BOARD,

RELATIVE TO

BULKHEAD AND PIERHEAD LINES,

BALTIMORE HARBOR,

JANUARY 31st, 1878.

ANNAPO利S:

Geo. Colton, Printer to the General Assembly.

1878.



REPORT.

JANUARY 31, 1878.

HON. JOHN LEE CARROLL,

Governor of Maryland.

Sir :—On the 30th of March, 1876, an Act of the Legislature of Maryland, recited below, was approved by the Executive :

CHAPTER 195.

“An Act authorizing His Excellency, the Governor, to apply to the President of the United States for appointment of a Board of three Commissioners, to be detailed for the survey of the harbor of Baltimore City, and the adjacent waters, and the establishment of the pier and bulkhead lines thereof, and appropriating five thousand dollars to pay the expenses of said Board.

“WHEREAS, It has been represented to this General Assembly that the harbor of the City of Baltimore has been and is unnecessarily obstructed, encroached upon and injured by the erection of wharves, piers and bulkheads, and that the area and channel thereof are likely to be further narrowed by privileges granted by the Mayor and City Council, without sufficient information and inquiry as to the extent of the injury to be inflicted thereby; with the view therefore of obtaining such information as may enable the General Assembly to control such works and to prevent such injury in future.

“SECTION 1. *Be it enacted by the General Assembly of Maryland,* That the Governor be, and he is hereby, authorized and requested to apply to the President of the United States for the appointment of a board consisting of three Commissioners, to be detailed from the corps of engineers, of the army and from the officers employed in the Coast Survey, who shall have power :

"1. To cause the harbor and the adjacent waters, lands, wharves and docks to be surveyed in order to ascertain the present condition and lines of the said harbor and of the Patapsco river adjacent thereto, and whether the navigation thereof is improperly obstructed, and whether any further extensions of piers, wharves, bulkheads or other structures into said harbor ought to be allowed and to what extent, and whether any grants, licenses or privileges already given by the Mayor and City Council of Baltimore for the extension of such works, will, if executed, impair, obstruct or encroach upon the navigation of said harbor or the free and beneficial general use thereof. 2. To report the result of the surveys and examinations thus made to the Governor of Maryland with all convenient dispatch. 3. To recommend to the next General Assembly the establishment and definition of the outer water lines of said harbor, beyond which no erection or permanent obstruction of any kind shall be permitted, and to submit such provisions as they may deem wise and necessary in respect to the enlarging or filling up of the basin, docks, coves and recesses, or any part thereof; the size, position and extent of piers, wharves and bulkheads within the outer waterlines of said harbor, and to present such other recommendations as in their judgment may be calculated to preserve forever the free navigation and general beneficial use of said harbor and river. 4. To cause to be prepared and submitted with their report, maps of the said harbor and its adjacent waters, exhibiting the outer water-lines recommended by them, and the lines of existing piers, wharves and bulkheads, accompanied with such field notes, measurements and elucidations as they may consider necessary to a full exposition and understanding of the subject.

"SEC. 2. *And be it further enacted*, That the sum of five thousand dollars is hereby appropriated to pay the expenses of the said Commissioners, out of any money in the Treasury not otherwise appropriated.

"SEC. 3. *And be it enacted*, That in case the said Commissioners shall in writing represent to the Governor that any piers, wharves or other works in progress under any ordinances or other authority of the Mayor and City Council, will, if completed, interfere with the establishment of such outer water-lines as they may deem proper to recommend, it shall be the duty of the Governor to cause all works thereon to be suspended until the General Assembly shall authorize the further prosecution thereof, or direct their removal, as in its wisdom the General Assembly may deem most advisable.

"SEC. 4. *And be it further enacted*, That the outer water-lines of the harbor and river, which shall be defined and recommended by the said Commission as hereinbefore provided, shall be thenceforward recognized and observed as the permanent line, beyond which no structures shall be built, and no change of the Port Warden's line of the harbor of the City of Baltimore shall hereafter be made without the consent of the General Assembly.

"SEC. 5. *And be it enacted*, That this Act shall take effect from its passage.

"Approved March 30, 1876."

A Board was organized by virtue of the following order :

SPECIAL ORDER No. 105.

Headquarters of the Army,

Adjutant General's Office,

WASHINGTON, May 29, 1876.

The following order has been received from the War Department :

By direction of the President :

Brigadier General A. A. Humphreys, Chief of Engineers ; Mr. Carlile P. Patterson, Superintendent of the Coast Survey; Major Wm. P. Craighill, Corps of Engineers, are hereby constituted a Board for the survey of the harbor of Baltimore City and the adjacent waters, and the establishment of the river and bulkhead lines thereof. The Board will convene at the earliest practicable date, and will report to the Governor of the State of Maryland before entering upon their duties.

(S'd) ALPHONSO TAFT,
Secretary of War.

By command of General Sherman.

(S'd) E. D. TOWSEND,
Adjutant General.

Official :

(S'd) L. H. PELONZE,
Assistant Adjutant General.

The required survey was made by a party detailed by the Superintendent of the U. S. Coast Survey, under the personal supervision of Mr. J. W. Donn, Assistant U. S. Coast Survey. The map, in five sheets, accompanies this Report.

Upon this map are drawn a bulk head line, and a pier head line. In the opinion of the Board, it is allowable to fill in continuously as far out as the bulk head line; between that line and the pier head line, projecting piers, with intervening slips may be constructed, but no structure or filling of any kind should be permitted outside the pier head line. It is unnecessary to describe these lines in detail, as they are clearly shown upon the map, of which the position of any point may always be verified from the records of the United States Coast Survey.

The Board has not entered into the subject of "the size, position and extent of piers, wharves, and bulk heads," as it is the opinion of the Board that these must be determined from time to time, by the special requirements of commerce.

It has been considered desirable to show upon the map, the original shore line, as far as its position can now be determined with accuracy. A comparison of this line with the line of the existing wharves will show a very extensive encroachment upon the original area of the fine harbor and basin of Baltimore, which are still so well adapted to the convenient accommodation of a great commerce. This encroachment has at some points been decidedly injudicious. It has recently been to a limited extent compensated for by the extensive dredging done to increase the depth of water with a consequent increase of capacity of the tidal reservoir. A more important aspect of these encroachments is that due to the interference of the objectionable structures with convenient navigation.

It is proper to observe that the lines considered allowable by the Board, are those which seem the best under existing circumstances, and by no means those which would have been recommended, had the work of building wharves and piers been less extensively carried on. The location of the lines is the result of the avoidance of either of two extremes, of which the one would lead to too much limitation of, and encroachment upon, the space needed for vessels at anchor, and passing to and fro, and the other would prevent the erection of the wharves and piers required for the proper accommodation of vessels loading and unloading, and for the various storehouses and other arrangements necessary for the convenient transaction of the shipping business of a great port.

The absence of strong tidal and fluvial movements, owing to the small ordinary rise and fall of the tide, and the circumstance that the current of no large stream is passing through

the anchorage ground and passage ways, simplifies very much the problem of fixing the limiting lines of construction.

The Board abstains from expressing an opinion as to the width or direction to be given to Jones' Falls, except to say that the width of the outlet, as shown on the map, nearly 300 feet, seems ample, and that it would be an improvement to remove the bridge through which vessels must now pass to enter the City Dock. If this bridge were placed over Jones' Falls, on the prolongation of Lancaster street, the present City Dock might be made a much more important part of the harbor.

It would be a great improvement if the portions of the wharves of Stickney & Co., and the Light-House wharf opposite Fort McHenry, and of the wharf at Fort McHenry, could be removed. They should never have been built with their existing dimensions and position, as they are in the very throat of the harbor, and are an obstruction to vessels entering.

If the bridge leading from Ferry Point were removed, the point itself should be cut off to the line shown on the map.

The Board submit that the amount of five thousand dollars appropriated for the expenses of the survey, was sufficient for that purpose, but did not quite include the cost of completing the drawings, upon which account there is yet a balance due the draughtsman. It is respectfully requested that an appropriation of three hundred dollars may be made to meet this payment.

A. A. HUMPHREYS,
Brig. Genl., Chief of Engs.,
Maj. Genl., &c. &c., &c.

C. P. PATTERSON,
Supt. Coast Survey.

W. P. CRAIGHILL,
Major of Engs., &c.



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